

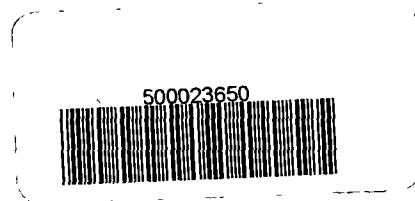


UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS TX 75202-2733

OCT 04 2016

CERTIFIED MAIL: RETURN RECEIPT REQUESTED, #9590 9401 0007 5205 8868 57
GENERAL NOTICE LETTER
URGENT LEGAL MATTER - PROMPT REPLY NECESSARY

Ingram Barge Co.
CT Corporation System
Registered Agent for Ingram Barge Co.
5615 Corporate Blvd., Suite 400B
Baton Rouge, Louisiana 70808



**Re: SBA Shipyard Superfund Site, Jennings, Jefferson Davis Parish, Louisiana;
CERCLIS #: LAD008434185; General Notice Letter**

Dear Madam/Sir.

The purpose of this letter is to provide Ingram Barge Co. (hereinafter is referred to as "Ingram Barge Co." "you" or "your"), with written notice of your potential liability at the SBA Shipyard Superfund Site ("Site") located in Jennings, Jefferson Davis Parish, Louisiana. Information available to the U.S. Environmental Protection Agency ("EPA" or the "Agency") indicates that Ingram Barge Co. may be responsible for the cleanup or costs of cleanup of the contamination found at the Site under the Comprehensive Environmental Response, Liability, and Compensation Act ("CERCLA")

Under CERCLA, the EPA is responsible for responding to the release or threat of release of hazardous substances, pollutants or contaminants into the environment – that is, for stopping further contamination from occurring and for cleaning up or otherwise addressing any contamination that has already occurred. The EPA has documented that such a release or threat or release has occurred at the SBA Shipyard Superfund Site. The EPA has spent public funds to investigate and control releases of hazardous substances or potential releases of hazardous substances at the Site.

Explanation of Potential Liability

Under Sections 106(a) and 107(a) of CERCLA, 42 U.S.C. §§ 9606(a) and 9607(a), potentially responsible parties ("PRPs") may be required to perform cleanup actions to protect the public health and welfare or the environment. PRPs may also be responsible for costs incurred by the EPA in cleaning up the Site. PRPs include current and former owners and operators of the Site, as well as persons who sent or transported hazardous substances to the Site for disposal or treatment or who arranged for the disposal or treatment of hazardous substances at the Site.

Based on the information collected, the EPA believes that Ingram Barge Co. may be liable under Section 107(a) of CERCLA, with respect to the SBA Shipyard Superfund Site, as an arranger, who by contract or agreement, arranged for the disposal, treatment, or transportation of hazardous substances at the Site.

Site History

The Site is situated on approximately 98 acres of land located in a rural-industrial area at 9040 Castex Landing Road, Jennings, Jefferson Davis Parish, Louisiana 70546. The Site is within Section 19 of Range 2W, Township 105 and is located at the end of Louisiana Highway 3166) which is on the west bank of the Mermentau River. The Site is approximately four miles southeast of downtown Jennings and two miles southwest of the village of Mermentau. The Site is bordered to the north by residents, south and west by wetlands, and east by the Mermentau River and wetlands.

The Site primarily consists of two separately-owned parcels of property, one southern and one northern. The southern and northern properties are generally divided by a property line that runs just north of the large barge slip. Suzanne Smailhall Cornelius, (heir of Louis Smailhall, principal of SBA Shipyards, Inc.) and SBA Shipyards, Inc. (now inactive) own the southern property, which historically was operated as a barge cleaning operation. Bunge Street Properties, LLC, f/k/a Leevac Shipyards, Inc., owns the northern property, which historically was operated as a vessel construction and repair operation.

SBA Shipyards, Inc. ("SBA") began operations at the Site on about 1965. Initially, it performed vessel construction and repair operations on what is now the northern parcel. In the 1970s, SBA constructed the graving dock on the northern parcel and dredged the barge slip and constructed the barge cleaning facility on what is now the southern parcel. Leevac Shipyards, Inc. ("Leevac") entered into a lease with option to purchase for the northern vessel construction and repair facility with SBA in 1993. Leevac operated vessel construction and repair operations on the northern parcel beginning in 1993. Leevac then exercised its option to purchase in 1998 and acquired the northern parcel at that time and continued its operations. SBA continued to operate its barge cleaning operations on the southern parcel up until approximately 2006, when Mr. Smailhall died.

Vessel construction and repair utilized two launch slips with on-land rails to haul and launch vessels and eventually a graving dock with a moving gate where a vessel could enter and the dock de-watered to allow construction and repairs on dry land. Both SBA and Leevac activities included sandblasting, cutting and painting, as well as fabricating and repairing vessels. Barge cleaning operations were conducted by SBA only on the southern parcel. SBA converted a small barge placed on land adjacent to the barge slip into its "boiler barge," which it used to generate steam for use in cleaning barges and it also served as the barge cleaning control room.

SBA cleaned barges and other vessels that had contained as last cargos a variety of materials, including, but not limited to: acrylates, asphalt, carbon tetrachloride, coal tar, coke oven tar, carbon black, carbon oil, , caustic soda, creosote, cumene, black oil and black oil slop, bunker crude, diesel fuel, heavy grease, waste water, ethyl acrylates, kerosene, lube oil, methanol, number 6 oil , rust, scale, styrene, sour gas oil, soy bean oil, sulphuric acid, tallow, and vinyl acetate.

SBA used a large partially buried barge, as well as above-grade tanks constructed from cut-up barges, to store liquids, sludges, solids and other materials during the barge cleaning process. SBA also constructed and used an unlined surface impoundment called the Oil Pit to store liquids, sludges, solids and other materials. Aside from the Oil Pit, SBA used three other unlined surface impoundments, called Water Pits 1, 2 and 3, to receive wastewater, sludges and solids from the barge cleaning process.

In December 10, 2002, EPA entered into an Order and Agreement for Interim Measures/Removal Action (IM/RA) of Hazardous/Principal Threat Wastes at SBA Shipyards, Inc., Docket No RCRA-6-2002-0908, pursuant to RCRA Section 3008(h) ("2002 Order/Agreement") with SBA and SSIC Remediation, LLC ("SSIC"), an entity formed by certain former customers of SBA's barge cleaning operations to conduct this work. Interim removal activities were conducted from March 2001 through January 2005 under the 2002 Order/Agreement. Interim removal activities consisted of the removing, solidifying, and recycling and/or disposing off-site the waste in the Oil Pit and Water Pit 2 and then over-excavation of the Oil Pit and Water Pit 2; removal and scrapping of above ground storage tanks; draining and refilling of Water Pit 3; removing all pumpable materials from the partially buried barge and disposing those materials off-site, then welding shut all hatches to that barge; and surface scrapping of all visible materials from a former land treatment unit (FLTU). By letter dated February 24, 2006, EPA Region 6's RCRA branch reviewed and approved the completion report of the IM/RA activities and concluded that the completion report fulfilled the 2002 Order/Agreement. The IM/RA, however, was intended as an interim response; hazardous substance remained onsite after the IM/RA.

In October 2012, the U.S. Coast Guard and the LDEQ responded to a reported release at the barge cleaning portion of the Site from an attempt to scrap the "boiler barge" and the partially buried storage barge by parties contracted by the owner of the southern portion of the Site. During 2014 to 2015, EPA conducted a CERCLA emergency removal action and an Oil Pollution Act of 1990 removal action after LDEQ reported barge scrapping activities and releases of visible liquids at the Site.

Between December 2012 and September 2014, EPA conducted a preliminary assessment, site inspection, and expanded site inspection. As part of EPA activities, the Agency conducted sampling activities at the Site. During those site activities, EPA sampling documented releases or threats of releases of hazardous substances in the subsurface and groundwater of the Site, the Mermentau River, and wetlands surrounding the Site. Numerous hazardous substances were identified at the Site including petroleum hydrocarbons, numerous polycyclic aromatic hydrocarbons, dioxins/furans, metals, and volatile organic compounds. Petroleum and non-petroleum substances found at portions of the Site are or were comingled.

Information to Assist You

The EPA would like to encourage communication between you, other PRPs, and EPA at the Site. The EPA is in the process of negotiating a remedial investigation/feasibility study administrative settlement and order on consent ("ASAO") for the Site with some of the potentially responsible parties. If you'd like to discuss the opportunity to join this ongoing settlement, please contact counsel representing the group of potentially responsible parties below within **30 days** of receipt of this Notice Letter:

Michael A. Chernekoff
Partner
Jones Walker LLP
1001 Fannin St., Ste. 2450
Houston, Texas 77002
(713) 437-1827
mchernekoff@joneswalker.com

We encourage you to give this matter your immediate attention and request. The EPA plans to finalize the ASAOC after the 30-day response period for this General Notice. If you choose not to join the ongoing settlement discussions or pursue other options to satisfy your potential liability with the EPA, the EPA will evaluate enforcement options, including issuing special notice letters to all potentially liable parties known to the EPA at that time.

Also included in this letter to assist you are: the evidentiary documents as Enclosure A; the Small Business Resource Fact Sheet as Enclosure B; and the parties receiving this letter as Enclosure C.

Financial Concerns/ Ability-to-Pay Settlements

The EPA is aware that the financial ability of some PRPs to contribute toward the payment of response costs at a site may be substantially limited. In accordance with Section 122(g)(7) of CERCLA, 42 U.S.C. § 9622(g)(7), the EPA will review financial information that you submit in order to determine whether you have an inability or a limited ability to pay response costs incurred at the Site. As part of this review, the EPA will take into consideration your overall financial condition and demonstrable constraints on your ability to raise revenue. Based upon the financial information that you may submit, EPA will determine whether it can qualify for a reduction in the settlement amount and/or an alternative payment method within the meaning of Section 122(g)(7) of CERCLA, 42 U.S.C. § 9622(g)(7).

If you believe that you qualify for a reduction in any settlement amount and/or alternative payment amount under the criteria described in the paragraphs above, please contact Mr. Talton, at 214-665-7475 for information on "Ability to Pay Settlements." In response, you will receive a package of information about the potential for such settlements and an information request for your relevant financial information, and you will be asked to submit financial records including business federal income tax returns. If the EPA concludes that you have a legitimate inability to pay the full amount of the response costs, the EPA may offer a schedule for payment over time or a reduction in the total amount demanded from you.

Also, please note that because the EPA has a potential claim against you, if your financial status changes in any significant way, e.g., filing for bankruptcy, you must include the EPA as a creditor. The EPA reserves the right to file a proof of claim or an application for reimbursement of administrative expenses.

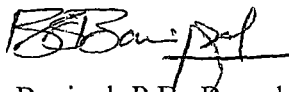
Resources and Information for Small Businesses

As you may be aware, on January 11, 2002, President Bush signed into law the Superfund Small Business Liability Relief and Brownfields Revitalization Act. This Act contains several exemptions and defenses to CERCLA liability, which we suggest that all parties evaluate. You may download a copy of the law at <http://www.gpo.gov/fdsys/pkg/PLAW-107publ118/pdf/PLAW-107publ118.pdf> and review the EPA guidances regarding these exemptions at <http://cfpub.epa.gov/compliance/resources/policies/cleanup/superfund/>.

The EPA has created a number of helpful resources for small businesses. The EPA has established the National Compliance Assistance Clearinghouse as well as Compliance Assistance Centers which offer various forms of resources to small businesses. You may inquire about these resources at <http://www.epa.gov/compliance/compliance-assistance-centers>. In addition, the EPA Small Business Ombudsman may be contacted at <http://www.epa.gov/resources-small-businesses/forms/contact-us-about-resources-small-businesses>. Finally, the EPA has developed a fact sheet about the Small Business Regulatory Enforcement Fairness Act (SBREFA) and information on resources for small businesses, which is enclosed with this letter as Enclosure B and available on the Agency's website at <http://www.epa.gov/compliance/small-business-resources-information-sheet>.

Thank you in advance for your cooperation. We look forward to working closely with you in the future. If you have any questions regarding the notice or any of the documentation included, please contact Mr. Talton at 214-665-7475 or talton.chuck@epa.gov. Questions concerning legal matters should be directed to the EPA site attorney, Ms. I-Jung Chiang, at 214-665-2160 or chiang i-jung@epa.gov. Thank you for your attention to this matter.

Sincerely yours,



Ben Banipal, P.E., Branch Chief
Technical and Enforcement Branch
Superfund Division

Enclosures:

- A Evidentiary Documents
- B Small Business Resource Fact Sheet
- C Parties Receiving General Notice letter

CC:

Ingram Barge Co.
4400 Harding Road
Nashville, Tennessee 37205

ENCLOSURE A

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
GENERAL NOTICE LETTER**

EVIDENTIARY DOCUMENTATION

Invoices and/or Marine Chemist Certificates

Survey Requested by

W.O.H. 994
Vessel Owner or Agent

1-9-87
Date

7027
Vessel

TANK BARGE
Type of Vessel

SBA MEDUNES, L.
Specific Location of Vessel

LAY-UP, CRUDE
Last Three (3) Cargoes

DR / HCL / VISUAL
Test Method

8:30 AM
Time Survey Completed

BOW RAKE
STERN RAKE

CARGO TANKS
No. 1-2-3-4 P/S

SAFE FOR WORKERS
SAFE FOR HOTWORK

AFTER TRIM TANK

PORTABLE AIR VENTILATION REQUIRED
IN WORK TANK. (MIN. 500 CFM)

DECK PORTABLE WATER TANK - SAFE FOR WORKERS
SAFE FOR HOTWORK

DEEPWELL - DRAINED.

CARGO LINES - UNABLE TO OPEN VALVES (WILL NOT ABOVE)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

[Signature]
Chemist

1/9/87
Date

Signed

[Signature]
Marine Chemist

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

CUSTOMER COPY

Printed in U.S.A.

ING00152

Survey Requested by SBA S.V. Vessel Owner or Agent INCRAM Date 3-16-88
Vessel GEORGE Type of Vessel TANK BARGE Specific Location of Vessel SBA / JEROME
Last Three (3) Cargoes #6 OIL / COAL TAR Test Method OUTLET / VISUAL Time Survey Completed 1:15 PM

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOIDS
No. 1-2-3 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS
No. 1-2-3-4-5-6 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

PORTABLE AIR VENTILATION REQ'D. IN WORK TANK.
(MIN. 1000 CFM)

CARGO LINES & DEEPWELLS - WASHED & DRAINED

STEAM COILS - STEAMED & BLOWN WITH AIR
SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] SBA 3/16/88 Signed [Signature] 577
Name Company Date Marine Chemist Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS
CUSTOMER COPY

Printed in U.S.A.



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "GEORGE"
and/or owners and/or charters
INGRAM BARGE COMPANY
POST OFFICE BOX 23049
NASHVILLE, TENNESSEE 37205

ATT: MR. ALVIN BAILEY

INVOICE NO. 3-7 (88)

WORK ORDER NO. 1033

DATE MARCH 22ND, 1988

P.O. NO. 23438

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account to Gas Free and clean 265' X 52' X 11' tank barge safe for men and safe for fire, (last cargo black oil and carbon black) to include coils, pipe lines, pump wells

Barge is single skin-double sides--12 cargo tanks, 6 wing voids and two rake ends. Shovel & bucket out heavy residue 18 to 20 bbls, rewash tanks.

628 man hours @ \$15.00 per man hour - - - - - \$ 9,420.00

Boiler fuel, chemical, diesel, protective clothing, flashlingt batteries - - - - - 3,866.00

Gas Free Chemist Certificate(copy attached)- - - - - 250.00

INVOICE AMOUNT DUE- - - - - \$ 13,536.00

checked by

Sales tax
Exempt cert.furnished

NO 1033

SBA SHIPYARDS, INC.

Work Order

WHITE-OFFICE

BLUE-JOB

GREEN-SMAITHALL

YELLOW-WAREHOUSE

10 1033

PREPARED BY

DATE

NAME OF VESSEL OR EQUIPMENT

OWNER

CUST. ORDER NO.

DATE STARTED

DATE COMPLETED

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

1. Gm Free and Clean, 2008 10/27/11
Tank Barge. Sge For New Sge For
Lost Comp. Bldg and Cockpit
to include. Crk. Pipe lines
Barge. Surge clam double deck
2. Gm Free Chemist Cert

No 1033

SBA SHIPYARDS, INC.

WHITE-OFFICE
BLUE-JOB
GREEN-SMAITHALL
YELLOW-WAREHOUSE

Work Order

WO# 1033
HULL No.

PREPARED BY:

Rami Smithall

DATE

2-24-88

NAME OF VESSEL OR EQUIPMENT:

Tank Barge George and 12
And for charters Ingram Barge Co

OWNER:

CUST. ORDER NO.

PO# 23438
1,500 Bbls

DATE STARTED

DATE COMPLETED

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

1. Gas Free and Clean 208 x 52 x 11
Tank Barge Safe For new Safe For fire
last Comp. - Bld oil and Carbon Black
W include Cook - Pipe lines - Pump well
Barge - Surge dam double side

2. Gas Free Chemist Cert -

208 CONTRACT OUTSIDE WORK

WHITE OFFICE
BLUE JOB
GREEN SWATH
YELLOW WAREHOUSE

SBA SHIPYARDS, INC.

No. 1033

Wm. R. Co.
Order

HULL NO.

DATE

PREPARED BY

NAME OF VESSEL OR EQUIPMENT

CUST. ORDER NO.

OWNER

DATE COMPLETED

DATE STARTED

INVOICE NO.

DATE BILLED

WORK TO BE DONE

SPECIAL MATERIAL TO BE ORDERED

Survey Requested by <i>SPRINT SHIP YARD</i>	Vessel Owner or Agent <i>TRACERIDE BARGE</i>	Date <i>2-3-88</i>
Vessel <i>HELLYWOOD 2112</i>	Type of Vessel <i>TANK BARGE</i>	Specific Location of Vessel <i>SPRINT SHIP YARD</i>
Last Three (3) Cargoes <i>SLURRY # 6 OIL</i>	Test Method <i>CUTLER 10.5000</i>	Time Survey Completed <i>2:15 PM</i>

BOW RAKE } SAFE FOR WORKERS - SAFE FOR HOT WORK
STEERN RAKE }

CARGO TANKS
No. 1-2-3-4-5 215 - SAFE FOR WORKERS
SAFE FOR HOT WORK

DECK DIESEL TANK - SAFE FOR HOT WORK

DECK SLEEP TANK - SAFE FOR HOT WORK

CABLE LINES - SAFE FOR HOT WORK ON DECK

STEAM COILS - UNABLE TO BLOW ALL COILS
STOPPED UP - HACK SAW OFF
AT DECK LEVEL.

PORTABLE AIR VENTILATION REQ'D IN WORK TANK.
(MIN - 1000 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-5.1 through 1-5.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed *[Signature]* Date *3/3/88* Signed *[Signature]* Date *5/77*



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD-2102"
and/or owners and/or charters
INGRAM BARGE COMPANY
POST OFFICE BOX 23049
NASHVILLE, TENN. 37205

ATT: MR. ALVIN BAILEY

INVOICE NO. 4 - 1 (88)

WORK ORDER NO. 1037

DATE APRIL 5TH 19 88

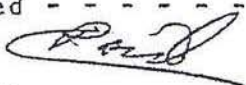
P.O. NO. P.O. 23448

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

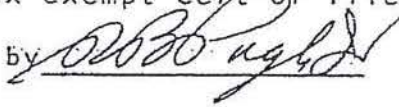
Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Invoice for Gas Freeing and Cleaning 265' x 50' x 11' 1Q tank slop oil barge-safe for men and safe for hot work, steaming coils as well as possible due to the condition of coils, and deck header. Drop pipe line and air blow for chemist. Wash and pick up in rake tank.	
420 man hours @ \$16.00 per man hour- - - - -	\$ 6,720.00
Boiler fuel, diesel, chemical, flash light batterys, protective clothing- - - - -	1,458.00
2. Gas Free Chemist Certificate (copy attached) - - - -	275.00
3. Partial dry docking to repair Port #2 bottom knuckle and undock - - - - -	562.00
4. Labor and material to install 1/4" plate wrapper over 8' split-bottom knuckle.	
22 man hours @ \$18.00 per man hour - - - - -	396.00
oxygen, gas, rods, 30"x 6' X 1/4" shaped plate - - - -	186.00
5. Remove deck header, fuel tank, pollution box and deck box, cap pump well as requested - - - - -	n/c
	
TOTAL LABOR AND MATERIAL - - - - -	\$ 9,597.00

Sales tax exempt cert of file

checked by



No 1037

SBA SHIPYARDS, INC.

Work Order

WHITE-OFFICE

BLUE-JOB

GREEN-SMAITHALL

YELLOW-WAREHOUSE

WO# 1037

PREPARED BY:

DATE

NAME OF VESSEL OR EQUIPMENT:

OWNER:

CUST. ORDER NO

DATE STARTED

DATE COMPLETED

DATE BILLED

INVOICE NO

WORK TO BE DONE:

1. Gas Free and Clean: 300x54x12 Single Skew - Tank Barge - 10 Cargo Tanks
2. Ref Tank. Slop Deck Tank. Pump Well - Blow As possible. Wash Pipe Line. Safe For Men, Safe For Fire.

2. FURNISH Gas Free Chemist Cert. For Tank

SPECIAL MATERIAL TO BE ORDERED:



S. B. A. SHIPYARDS, INC.

P. O. Box 1366

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "HOLLYWOOD 2523"
and/or owners and/or charters
INGRAM BARGE COMPANY
POST OFFICE BOX 23049
NASHVILLE, TENNESSEE 37205

ATTENTION MR. ALVIN BAILEY

INVOICE NO. 5 - 2 (88)

WORK ORDER NO. 1041

DATE MAY 12TH 19 88

P. O. NO. 23451

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR GAS FREEING AND
CLEANING YOUR TANK BARGE "HOLLYWOOD-2523" AS
PER YOUR INSTRUCTIONS AS PER ATTACHED SHEET:

INVOICE AMOUNT DUE- - - - - \$ 17,343.00

checked by

INVOICE # 5 - 2 (88)
WORK ORDER # 1041
PURCHASE ORDER # 23451
MAY 12TH, 1988

TANK BARGE "HOLLYWOOD 2523"
and/or owners and/or charters
INGRAM BARGE COMPANY
POST OFFICE BOX 23049
NASHVILLE, TENNESSE 37205

INVOICE FOR GAS FREEING-CLEANING 295 X 50 X 12' SLOP OIL BARGE.
WORK AS AUTHORIZED:

1. Shift vessel from river to barge cleaning facility, furnish necessary labor, equipment, steam etc. to better worth, pick up and remove approximately 260 bbls of sludge, wax and B. S. & W. from cargo tanks, rewash tanks. Tank suctions are very close to floor, had to use individual suctions to each tank. Blow steam lines, steam and flush cargo lines.
853 man hours @ \$ 16.00 per man hour- - - - - \$ 13,648.00
Protective clothing, flash light batteries, etc.- - - - - 229.00
Chemical, diesel for pumps, boiler fuel - - - - - 2,860.00
 2. Gas free chemist certificate (copy attached)- - - - - 300.00
 3. Remove deck header - related piping, fuel tank, pollution boxes and wooden house from barge, including scrap, cable, etc as requested by Mr. Alexander.
18 man hours @ \$17.00 per man hour- - - - - 306.00
-
- TOTAL LABOR, MATERIAL AND EQUIPMENT- - - - - \$ 17,343.00

MARINE CHEMISTS, INC. OF TEXAS
P. O. BOX 3602 BEADWORTH, TEXAS 77704
(409) 832-6409
W. B. HATWAY & 537 E. L. MERCER & 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. D 104115

SBH 3.4. INGRAM BARRE 9-22-88
Survey Requested by Vessel Owner or Agent Date
TB-1302 TANK BARRE SBH/LEADING WT
Vessel Type of Vessel Specific Location of Vessel
ROUTE VIA ASHLAND OIL CO. LEL / VISUAL 15.30 HRS
Last Three (3) Cargoes Test Method Time Survey Completed

BOW RAKE } 0% LEL
STERN RAKE }

WING VOID D.B.
No. 1-2-3 P/B — 0% LEL

CARGO TANKS
No. 1-2-3 — 0% LEL - HAVE BEEN WASHED -
SAFE FOR HOTWORK TO BURN CLEAN
OUT HAZARDS IN TANK T.P WITH
WATER B.T. THIS OVER RESIDUE.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

W. B. Hatway

SBH

Date

1-22-88

Signed

W. B. Hatway

Certificate No.

577

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

ING00148

MARINE CHEMISTS, INC. OF TEXAS
P. O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409
W. B. HATAWAY # 537 K. L. MERCER # 577

MARINE CHEMIST CERTIFICATE
U.S. # 1088
SERIAL NO. D 104137

Survey Requested by SBA S.Y. Vessel Owner or Agent INGRAM BARGE Date 10-10-88
Vessel LA 1302 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS
Cargo COAL TAR (3) Test Method O2/LEL/VISUAL/TUBE Time Survey Completed 8:15 AM
Last Three (3) Cargoes

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK
WING VOID DOUBLE BOTTOMS
No. 1-2-3 P/S — SAFE FOR WORKERS
SAFE FOR HOTWORK
CARGO TANKS
No. 1-2-3 — SAFE FOR HOTWORK -
- ENTER WITH RESTRICTIONS -
HALF FACE RESPIRATOR WITH ORGANIC
VAPOR CARTRIDGE REQD. FOR ENTRY OVER
4 HRS PER DAY - FORCED AIR VENTILATION REQD.
(MIN. 1000 CFM)
STEAM LNS - BLOWN - SAFE FOR HOTWORK
CARGO LINES - DRAINED -

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-8.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

W. B. Hataway 10/10/88 W. B. Hataway
Name Date Signature
Marine Chemist

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

VESSEL DOCKING



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE " I.B.-1302"
and/or OWNERS AND/OR CHARTERS,
INGRAM BARGE LINE
P.O. Box 23049
Nashville, TN 37202

Attention: Mr. Alvin Bailey

INVOICE NO. 10-3(88)

WORK ORDER NO. 1088

DATE October 20, 19 88

P. O. NO. _____

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your Account for cleaning vessel - - repairs, testing,
and blasting areas of repairs and heavy products from decks as per
your instructions and as per attached sheet.

TOTAL LABOR & MATERIALS	\$35,267.00
4% state sales tax	1,410.68
2% parish and school board tax	705.34
TOTAL AMOUNT OF THIS INVOICE	<u>\$37,383.02</u>

Checked By: Bob Bugh Jr

(Tax can not be deducted without a properly signed tax certificate.)

S.B.A. SHIPYARDS, INC.

Jennings, LA 70546

INVOICE NO. 10-3(88)

WORK ORDER NO. 1088

DATE October 20, 1988

TANK BARGE "I.B.-1302"
and/or OWNERS and/or CHARTERS,
INGRAM BARGE LINE
P.O. Box 23049
Nashville, TN 37202

Attention: Mr. Alvin Bailey

Invoice for cleaning vessel -- repairs, testing, and blasting
areas of repairs and heavy products from decks as follows:

1. Shift vessel to cleaning facility, from river and back to river after cleaning. Steamed and Butter-worthed vessel, safe for men to work in. Cut holes in deck of two tanks to remove 3 to 4 feet of coal-tar/creosote residue from main cargo tanks; approximately 600 barrels, and dispose of the same. Chemical and rewash tanks, Steam cargo piping and blow the lines.
1,296 man hours @ \$17.00 per man hour \$22,032.00
Protective clothing, boiler fuel, diesel for pumps, chemicals, flash light batteries, etc. 5,052.00
 2. Gas Free Chemist Certificate 300.00
 3. Cut out Steam Coils, remove deck header, cut and install a 12" x 18" x 3/8" plate insert in deck and wings where piping was removed. Replace deck cut out for cleaning. Furnished and installed 18 Jay bolts for hanging Butter-worth machine.
316 man hours @ \$19.00 per man hour 6,004.00
Plate and Structural, Oxygen, gas, and rods 523.00
 4. Furnish materials to install flat bar on three (3) tank suction bells, to lower suctions to 3/4" from bottom of Sumps, as requested.
28 man hours @ \$19.00 per man hour 532.00
 5. Air Tested areas of repairs on all tanks, to 1 1/2# of air. Test and repairs witnessed by U.S.C.G. inspector.
10 man hours @ \$19.00 per man hour. 190.00
 6. Sand blasted areas of repairs and deck to remove coal tar residue, coated with owner furnished 10 + UN Valspar 65 R 10 Red Epoxy.
28 man hours @ \$17.00 per man hour. 476.00
Wash thinner and sand 158.00
- TOTAL LABOR & MATERIALS \$35,267.00
4% State Tax 1,410.68
2% Parish and School Board Tax 705.34

Total Amount of Invoice Due

\$37,383.02
ING00134

P. O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 232-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

4110

SERIAL NO. D 104332

Survey Requested by
SAR S-V

Vessel Owner or Agent

Date

Vessel
TB-1308

Type of Vessel
TANK BARGE

SEA-1-TAN-1

Last Three (3) Cargoes
HEAVY OILS, CRACKING OIL, CRACKING OIL, CRACKING OIL

Test Method

Time Survey Completed
2:00 PM

BOWL RAKE
STEEN RAKE

WING VOID D.B.¹²
No. 1-2-3 P/S

SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3 — SAFE FOR HOTWORK

— ENTER WITH RESTRICTIONS —

ENTRY TIME LIMITED TO 4 HRS PER DAY
WITHOUT THE USE OF A HALF FACE RESPIRATOR WITH
AN ORGANIC VAPOR CARTRIDGE.

FORCED AIR VENTILATION REQD. (MIN. 1000 CFM)

BENZENE — LESS THAN 1 PPM

STEAM LINES — BLOWN WITH AIR — SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT: This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2.3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Signed

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

CUSTOMER COPY

ING00144



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE I.B.-1308
and/or OWNERS and/or CHARTERS,
INGRAM BARGE LINE
P.O. BOX 23049
Nashville, TN 37202

Attention: Mr. Alvin Bailey

INVOICE NO. 3-5 (89)

WORK ORDER NO. 1110

DATE March 15, 1989

P. O. NO.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs, cleaning, docking, U.S. Coast Guard inspections, blasting, painting and testing as done to your barge, TANK BARGE I.B.-1308, at your instructions and as listed on the attached sheets.

Total Labor and Materials for this Work Order, \$ 29,960.00

1% Louisiana State Sales Tax on Repairs 299.60

INVOICE AMOUNT DUE \$ 30,259.60

Checked By

S.B.A. Shipyards, Inc.

foot of LA Hwy. 3166
Jennings, LA 70546

Invoice No. 3-5 (89)
WORK ORDER NO. 1110
DATE: March 15, 1989

TANK BARGE I.B.-1308
and/or OWNERS and/or CHARTERS,
INGRAM BARGE LINE
P.O. BOX 23049
Nashville, TN 37202
Attention: Mr. Alvin Bailey

Invoice for repairs, cleaning, docking, U.S. Coast Guard inspections, blasting, painting and testing as listed on the following pages.

1. Shift a 154' x 54' x 15', double-skin, Box barge from the river to the cleaning facility. GAS FREE and clean vessel; main cargo tanks, wings, bottom and Rake tanks, to include steaming pipe line. Safe for men, Safe for FIRE.

162 man hours at \$18.00 per man hour	\$ 2,916.00
Detergent, diesel for pumps, boiler fuel, Flashlight battery's ..	798.00
2. Furnish GAS FREE chemist Certificate 300.00
3. Dry-dock vessel, laytime on dock to complete repairs, testing, painting, un-dock vessel 850.00
4. Remove insulation from steam deck header. Re-new leaks in header and header drop to tanks, found after blasting. Tested. System zinc coated.

123 man hours at \$19.00 per man hour	2,337.00
valves, pipe and fittings, 2"	155.00
5. Steel work required after U.S. Coast Guard inspection.

#2. Port Tanks, Internals: 1- piece of 6'8" x 6" channel. One piece of 4'7" x 6" channel. One piece of 7'7" x 6" channel. One piece of 4'9" x 6" channel. One piece of 4'5" x 6" channel. 56" of 3" Flat bar x 3/8". One piece of 26" x 10" x 5/16" plate, frame insert. Two 6" x 6" x 3/8" Brackets.

#1. Port Tank Internals: One piece of 8'9" x 18" x 5/16" plate, Bulk-head insert. Three 18" x 14" x 3.8" plate brackets. One piece of 10'8" x 6" channel side cord. One piece of 7'10" x 6" channel, side-cord. One piece of 4'6" x 6" channel. One piece of 6'8" x 6" channel.

#2. Starboard Internals: 9' of 5" x 3 1/2" x 3/8" angle. One 1'4" x 5" x 3 1/2" x 3/8" angle. Four, 9" x 15" x 3/8" brackets. One piece

of 26" x 31" x 5/16" plate, frame insert. One piece of 25" x 25" x 5/16" plate, frame insert. One piece of 44" x 12" x 5/16" plate, frame insert. 63" of 3" x 3/8" flat bar. One, 18'6" x 5" x 3 1/2" x 3/8" angle.

#2. Side Sheet and Bottom plate: One piece of 4'10" x 8'8" x 7/16" plate and one piece of 3' x 8'10" x 7/16" plate.

#3. Port Tanks: Two pieces of 5'3" x 6" channel side cord. Stern Rake, weld pick up and refit 2 brackets. Bow Rake, 6 weld pick-ups. Channel, covering deck steam headers and tank drops. Two, 7" x 8.9# x 40' channel. Four, 8" x 11.5# channel x 20'. 5' x 3' x 5/16" angle, channel supports, 40'.

316 man hours labor at \$19.00 per man hour	\$ 6,004.00
Plate, Structural, rods, gas, and oxygen	2,426.00
6. Furnish labor, sand, thinner, plant to blast and apply owners' coating, including 2' under bottom. Black two coats, to deck. Blast and apply one coat of grey primer, and top coat of red to deck trunk and deck structural, including Suction and discharge piping, heating system and structural channel cover over heating system. Repaint signs, draft marks and 1' white band around vessel as instructed by Mr. Alexander.	
Total Square Footage ... 2 coats at 65¢ per square foot.	
Total of approximately 15,867 square feet.	10,314.00
18 gallons of thinner, 10 gallons of Black and 10 gallons of white DeVoe, Approximately	876.00
7. U.S. Coast Guard inspections; P/V valves, Engine, ... remote shut - down. Internal examination.	
12 man hours at \$19.00 per man hour	228.00
8. Remove packing from all valves and pumps and repack as instructed.	
40 man hours, Labor and packing at \$19.00 per man hour	760.00
9. Furnish 3/8 x 3" Flat bar and add to bottom of 3 cargo tank suctions. Weld continuous. ... 10 man hours at \$19.00, Labor and materials.....	190.00
10. Bottom and Seam welding and Internal pick-up in tanks; Including welding leaks on Stern and Bow Transon and deck knuckle.	
20 man hours at \$19.00 per man hour labor and materials	380.00
11. Furnish crane, operator, grinder, to assist Sonic guaging.	
8 man hours at \$18.00 per man hour	144.00
Sonic guaging by Sabine Surveyors, guaging report mailed to Mr. Alexander.	619.00

TANK BARGE I.B.-1308
INGRAM BARGE LINE

Page 3.

INVOICE NO. 3-5 (89)
DATE: March 15, 1989

12.	Air, wings, bottom, Rakes, to 2 1/2# soap and water spray; externally and main tanks internally.	
	36 man hours at \$18.00 per man hour, Labor and Materials	\$ 648.00
13.	Furnish three (3) cans of green spray paint, and spray engine collar and hood, as requested by Rick Hauze.	15.00
		<hr/>
	TOTAL LABOR AND MATERIALS	\$29,960.00
	1% Louisiana State Sales Tax on Repairs	299.60
		<hr/>
	INVOICE AMOUNT DUE	\$30,259.60

ING00127

ANNUAL CARGO PIPING AND HOSE TEST REPORT

REFERENCE: 33CFR 156.170

A COPY OF THIS REPORT IS TO BE RETAINED ON BOARD THE VESSEL

VESSEL NAME I B. 1304 DATE 3/8/89

1. Fixed piping: MAWP 100 Test PSI 225

1.5 Times Max. Allowable Working Pressure (MAWP) MAWP is the relief valve setting.

2. Transfer System Relief Valve:

Set Pressure 125 Relieving PSI 125

3. Transfer System Pressure Gauge (within 10% of test pressure)

Gauge Pressure Showing 200 Test Pressure _____

4. Portable Hose: #1 MAWP N/A Test PSI _____

1.5 Times Max Allowable Working Pressure (Minimum MAWP is 150 PSI
Hence Minimum Test Pressure is 225 PSI) Hose Serial No. # _____

5. Test performed at: ABA Shipyard

6. Test Method: H-KDRO

New Steam Relief VALVE

SIGNATURE John Messing

TITLE Inspector

COMPANY ABA

PHONE # 424-3142

W 0 11 10 ^{IB-} 1308

2 Part

- 1-P. 6'-8" x 6" L
- 1-P. 4'-7" x " "
- 1-P. 7'-7" x " "
- 1-P. 4'-9" x " "
- 1-P. 4'-5" x " "
- 1-P. 5'-6" x 3" F.B.
- 1-P. 25" x 10" x 5/16 PL Girder F.R.
- 2-P. 6" x 6" x 3/4" Bracket

3 Part

- 2-P. 5'-3" x 6" L

2 STB. Internal

- 1-12 9' x 5" x 3 1/2" x 3/4" L
- 1-P. 16" x 5" x 3 1/2" x 3/4" L
- 4-P. 9" x 15" x 3/4" Bracket
- 1-P. 25" x 31" x 5/16 PL Girder
- 1-12 26" x 25" x 5/16 girder
- 1-P. 44" x 12" x 5/16 "
- 1-12 63" x 3" x 3/4 F.B.
- 1-12 18'-6" x 5" x 3 1/2" x 3/4 L

2 STB. Side and Bottom Header

- 1-P. 4'-10" x 8'-8" x 7/16 PL
- 1-P. 36" x 8'-10" x 7/16 PL

1 Part

- 1-12 8' x 9" x 18" B.M.d x 5/16 PL
- 3-P. 19" x 14" x 3/4 Bracket
- 1-P. 10'-8" x 6" L
- 1-P. 7'-10" x " "
- 1-12 4'-6" x " "
- 1-P. 6'-9" x " "

1308 - W01110

#1 Part

1-P. 9' x 12" x 3/4 BHD STern Rate 13 Hcl
1-P. 11'-6" x 6" L F12
1-P. 6'-6" x 6" L " "
1-P. 4' x 6" L " "
1-P. 6'-6" L " "

#2 - Part

1-P. 4'-x 6" L
1-P. 6' x 6" L
1-P. 7' x 6" L
1-P. 5' x 6" L

#3 - Part

2-P. 5' x 6" - L

STern Rate

Weld PU

Push and Pull 7. Corner Bracket
and Reweld

Base Rate

2 - Weld PU

#1 STB. OK

#3-STB OK

#2 STB

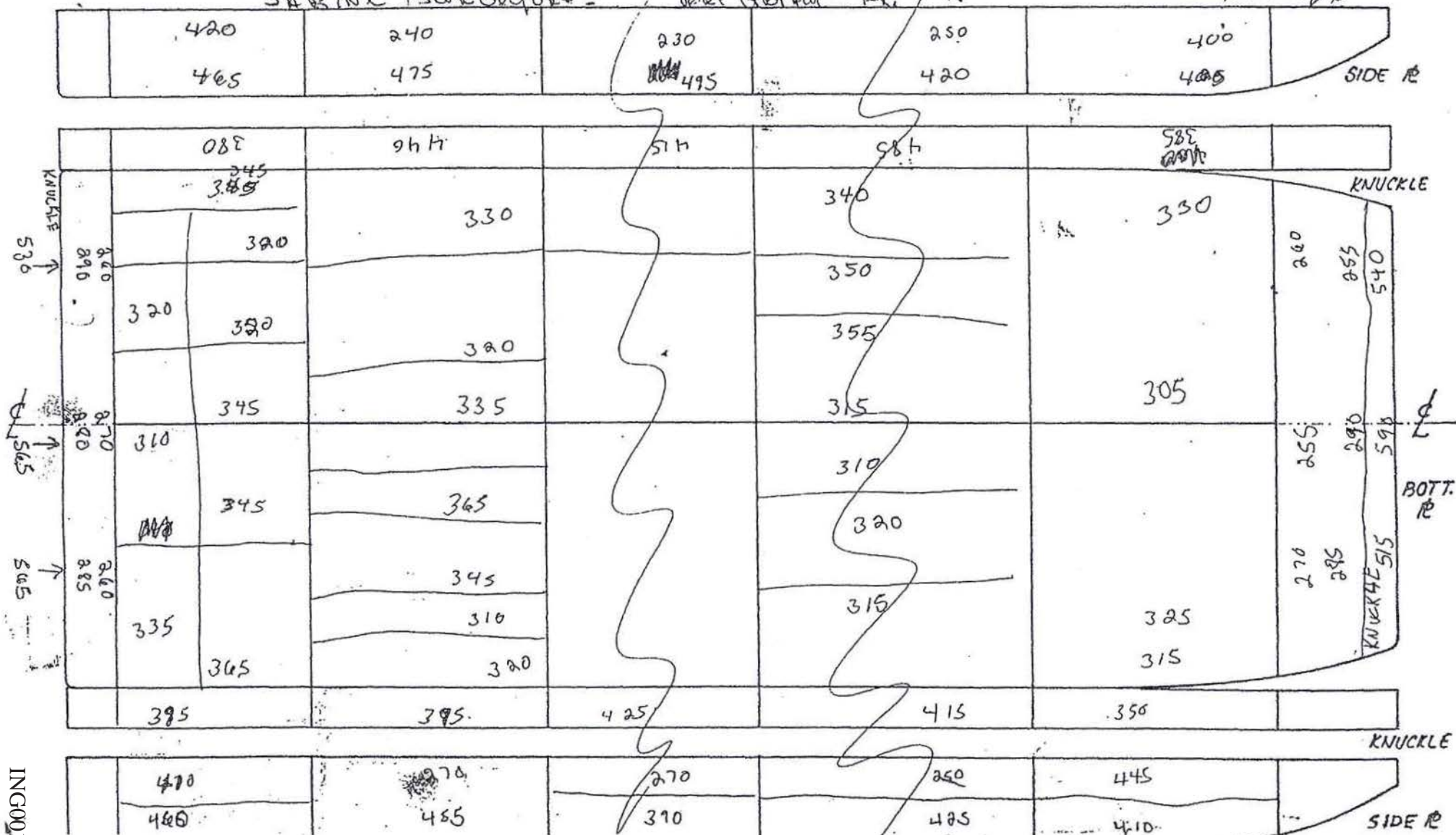
1-P. 9' x 36" x 3/4 Side Sheet and Bottom Hook
1-P. 9' x 4'-10" x 3/4 " " " "
1-P. 24" x 4" x 5/16 S BHD
1-P. 24" x 36" x 5/16 " "
1-P. 20' x 3" x 3" x 3/4 L
2-P. 9" x 16" x 3/4 Bracket

Called Bailey T. Boos -
3-2-89 - VOK. get some
Larsen -

SABINE SURVEYORS

Port Arthur Tex.

1B-1308 MARCH 1, 1909. *LP*



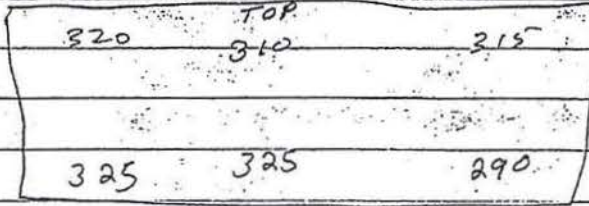
ING00131

SABIN SURVEY - Port Arthur 10x15 -

~~REVISIONS~~

BACK RAKE TRANSV BHD

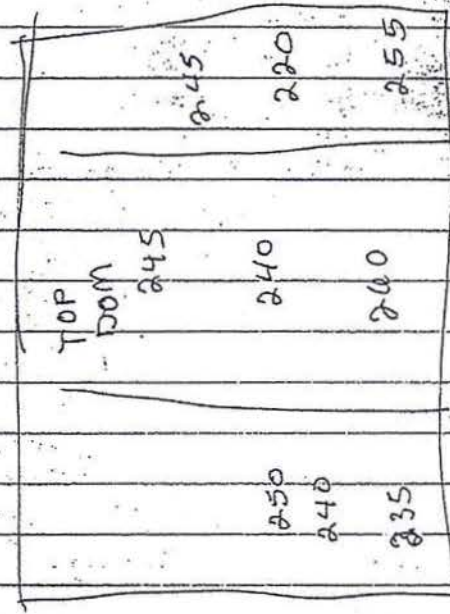
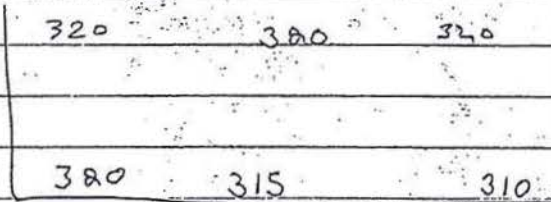
IB 1308



MARCH 7, 1989

[Signature]

FRONT RAKE TRANSV BHD



All DE 1370 TOP PLATE of MAIN DIK

S.B.A. Shipyards, Inc.

foot of LA Hwy. 3166
Jennings, LA 70546

Invoice No. 3-5 (89)
WORK ORDER NO. 1110
DATE: March 15, 1989

TANK BARGE I.B.-1308
and/or OWNERS and/or CHARTERS,
INGRAM BARGE LINE
P.O. BOX 23049
Nashville, TN 37202
Attention: Mr. Alvin Bailey

IB 1308

Invoice for repairs, cleaning, docking, U.S. Coast Guard inspections, blasting, painting and testing as listed on the following pages.

1. Shift a 154' x 54' x 15', double-skin, Box barge from the river to the cleaning facility. GAS FREE and clean vessel; main cargo tanks, wings, bottom and Rake tanks, to include steaming pipe line. Safe for men, Safe for FIRE.
162 man hours at \$18.00 per man hour \$ 2,916.00
Detergent, diesel for pumps, boiler fuel, Flashlight batteries .. 798.00
2. Furnish GAS FREE chemist Certificate 300.00
3. Dry-dock vessel, laytime on dock to complete repairs, testing, painting, un-dock vessel 850.00
4. Remove insulation from steam deck header. Re-new leaks in header and header drop to tanks, found after blasting. Tested. System zinc coated.
123 man hours at \$19.00 per man hour 2,337.00
valves, pipe and fittings, 2" 155.00
5. Steel work required after U.S. Coast Guard inspection.
#2. Port Tanks, Internals: 1- piece of 6'8" x 6" channel. One piece of 4'7" x 6" channel. One piece of 7'7" x 6" channel. One piece of 4'9" x 6" channel. One piece of 4'5" x 6" channel. 56" of 3" Flat bar x 3/8". One piece of 26" x 10" x 5/16" plate, frame insert. Two 6" x 6" x 3/8" Brackets.
#1. Port Tank Internals: One piece of 8'9" x 18" x 5/16" plate, Bulk-head insert. Three 18" x 14" x 3.8" plate brackets. One piece of 10'8" x 6" channel side cord. One piece of 7'10" x 6" channel, side-cord. One piece of 4'6" x 6" channel. One piece of 6'8" x 6" channel.
#2. Starboard Internals: 9' of 5" x 3 1/2" x 3/8" angle. One 1'4" x 5" x 3 1/2" x 3/8" angle. Four, 9" x 15" x 3/8" brackets. One piece

W. Alvin

of 26" x 31" x 5/16" plate, frame insert. One piece of 25" x 25" x 5/16" plate, frame insert. One piece of 44" x 12" x 5/16" plate, frame insert. 63" of 3" x 3/8" flat bar. One, 18'6" x 5" x 3 1/2" x 3/8" angle.

#2. Side Sheet and Bottom plate: One piece of 4'10" x 8'8" x 7/16" plate and one piece of 3' x 8'10" x 7/16" plate.

#3. Port Tanks: Two pieces of 5'3" x 6" channel side cord. Stern Rake, weld pick up and refit 2 brackets. Bow Rake, 6 weld pick-ups. Channel, covering deck steam headers and tank drops. Two, 7" x 8.9# x 40' channel. Four, 8" x 11.5# channel x 20'. 5' x 3' x 5/16" angle, channel supports, 40'.

316 man hours labor at \$19.00 per man hour	\$ 6,004.00
Plate, Structural, rods, gas, and oxygen	2,426.00
6. Furnish labor, sand, thinner, plant to blast and apply owners' coating, including 2' under bottom. Black two coats, to deck. Blast and apply one coat of grey primer, and top coat of red to deck trunk and deck structural, including Suction and discharge piping, heating system and structural channel cover over heating system. Repaint signs, draft marks and 1' white band around vessel as instructed by Mr. Alexander.	
Total Square Footage ... 2 coats at 65¢ per square foot.	
Total of approximately 15,867 square feet.	10,314.00
18 gallons of thinner, 10 gallons of Black and 10 gallons of white DeVoe, Approximately	876.00
7. U.S. Coast Guard inspections; P/V valves, Engine, ... remote shut - down. Internal examination.	
12 man hours at \$19.00 per man hour	228.00
8. Remove packing from all valves and pumps and repack as instructed.	
40 man hours, Labor and packing at \$19.00 per man hour	760.00
9. Furnish 3/8 x 3" Flat bar and add to bottom of 3 cargo tank suctions. Weld continous. ... 10 man hours at \$19.00, Labor and materials.....	190.00
10. Bottom and Seam welding and Internal pick-up in tanks; Including welding leaks on Stern and Bow Transon and deck knuckle.	
20 man hours at \$19.00 per man hour labor and materials	380.00
11. Furnish crane, operator, grinder, to assist Sonic guaging.	
8 man hours at \$18.00 per man hour	144.00
Sonic guaging by Sabine Surveyors, guaging report mailed to Mr. Alexander.	619.00

TANK BARGE I.B.-1308
INGRAM BARGE LINE

Page 3.

INVOICE NO. 3-5 (89)
DATE: March 15, 1989

12.	Air, wings, bottom, Rakes, to 2 1/2# soap and water spray; externally and main tanks internally.	
	36 man hours at \$18.00 per man hour, Labor and Materials	\$ 648.00
13.	Furnish three (3) cans of green spray paint, and spray engine collar and hood, as requested by Rick Hauze.	15.00
TOTAL LABOR AND MATERIALS		\$29,960.00
1% Louisiana State Sales Tax on Repairs		299.60
INVOICE AMOUNT DUE		\$30,259.60

ING00185



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "I.B.-908"
and/or OWNERS, and/or CHARTERS,
INGRAM BARGE LINE
P. O. Box 23049
Nashville, TN 37202

INVOICE NO. 8-5 (90)

WORK ORDER NO. #1178

DATE August 28, 1990

P.O. NO. #659

Attention: Mr. "T-Boe" Bailey

INVOICE DUE UPON RECEIPT.

RED LITTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity under insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your Tank Barge, the "I.B.-908", as requested by your Mr. Bailey, and as listed below.

1. Docked the barge at the GAS FREE Facility. Opened the #2. Port Tank, pumped out the water, could find no leak. Opened the #3. Port Tank, Pumped out the water, found leak. Patched with Wonder Bond Epoxy, did not completely stop leak. Built Cement Box and Cemented.

Foreman: 8 overtime hours at \$32.00 per man hour \$256.00

Laborer: 8 Overtime hours at \$25.00 per man hour 200.00

Total Labor \$456.00

18 gallons of Diesel Fuel \$15.66

6 "D"-Cell Batteries 3.00

3 sacks of Cement 10.50

1 Box of Super Mend Epoxy ... 16.20

Total Materials \$45.36

Plus 5% 2.27

47.63

Total Labor and Materials \$503.63

4% State Sales Tax on repair work 20.15

2% Parish and School Board Sales Tax 10.07

Total Amount Due for This Invoice \$533.85



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "I.B.-1926"
and/or OWNERS, and/or CHARTERS,
INGRAM BARGE LINE
P.O. BOX 23049
Nashville, TN 37202

Attention: Dave

INVOICE NO. 10-5 (90)

WORK ORDER NO. 1185

DATE October 16, 1990

P. O. NO.

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your Tank Barge, "I.B.-1926",
as requested by your Mr. Dave, and as listed below.

1. Labor and material to strip Eythenol from a 200' x 35' x 15' double skin, Box Barge with Vaccum Truck Service. Barge to be ground and secure before boarding to begin work. Ballast as necessary to strip. Furnish Personnel with GAS MASK to strip pumps. Pump off ballast and wash tank truck after stripping completed.

Labor: 22 regular man hours at \$20.00 per man hour	\$440.00	
15 overtime man hours at \$7.50 per man hour	112.50	
Total Labor			\$552.00
Materials and Services:			
4 hours of Vaccum Truck Service			
at \$53.28 per hour of service		\$213.12	
Plus 5%		10.66	
Total Materials			223.78
Total Labor, Materials and Equipment			776.28
4% State Sales TAX on Repair Work		31.05	
2% Parish and SchoolBoard TAX		15.53	
Total Invoice Amount Due			\$822.86

Checked By

No 1185

SBA SHIPYARDS, INC.

Work Order

WO 1185
HULL No.

PREPARED BY:

AUSTIN GREEN

DATE

10/11/90

NAME OF VESSEL OR EQUIPMENT:

BARGE

200' X 35' X 15' D/S BOX

OWNER:

INGRAM BARGE LINE

CUST. ORDER NO.

DAVE

DATE STARTED

DATE COMPLETED

615-298-8268

DATE BILLED

INVOICE NO.

WORK TO BE DONE:

Tank Barge - J.B. 1926 -

1- LABOR & MATERIAL TO STRIP A 200' X 35' X 15'
DOUBLE SKIN BOX BARGE WITH VACUUM TRUCK SERVICE.
BARGE TO BE GROUND & SECURE BEFORE BOARDING
TO BEGIN WORK. BALLAST AS NECESSARY TO STRIP
WASH TANK TRUCK AFTER STRIPPING COMPLETED.
LAST CARGO ETHANOL.

YARD DIST.:

R.B.

Donald

Lopez

Neal R.

Smaihall

Other :

P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 898-4822, 866-4223
W.B. HATAWAY 537 R.L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. F 50844

Survey Requested by SBA S.V. Vessel Owner or Agent Inopain. Barge Line Date 11-8-93
Vessel IB-2710 Type of Vessel TANK BARGE Specific Location of Vessel SBA DEK DECK
Cargo CRUDE OIL Tests Performed DR. LEE VISUAL Time Survey Completed 11:00 AM
Last Three (3) Cargoes

BOW RAKE

STERN RAKE

WING VOID D.B.

No. 1-2-3-4-5-6

PORT / STBD

SAFE FOR WORKERS

SAFE FOR HOTWORK

FORCED AIR VENTILATION REQUIRED
IN WORK TANK. (MIN. 1000 CFM)

ATTACH GROUND IN WAY OF WORK AREA.

CARGO TANKS:

No. 1-2-3

INERTED TO 5% OXYGEN

NOT SAFE FOR WORKERS

NOT SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or tube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT: This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

I, undersigned, acknowledge receipt of this Certificate under Section 2-6 of NFPA 306 and its contents and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with qualifications and instructions.

Signature [Signature] Date 11/8/93 Signature [Signature] Certificate No. 577
Name [Name] Company [Company] Marine Chemist

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS.

Printed in U.S.A.

CUSTOMER COPY

ING00145

W.B. HATAWAY 537 R.L. MERCER 577

SERIAL NO. F 50844

SBA S.Y.

Inopain Barge Line

11-8-93

Survey Requested by

Vessel Owner or Agent

Date

IB-2710

TANK BARGE

SBA Dry Dock

Vessel

Type of Vessel

Specific Location of Vessel

CRUDE OIL

DE. LIZ. VISUAL

11:00 AM

Last Three (3) Cargoes

Tests Performed

Time Survey Completed

BOW RAKE

STERN RAKE

WING VOID D.B.

SAFE FOR WORKERS

SAFE FOR HOTWORK

No. 1-2-3-4-5-6

PORT / STARBOARD

FORCED AIR VENTILATION REQUIRED
IN WORK TANK. (MIN. 1000 CFM)

ATTACH GROUND IN WAY OF WORK AREA.

CARGO TANKS:

No. 1-2-3

— INERTED TO 5% OXYGEN

NOT SAFE FOR WORKERS

NOT SAFE FOR HOTWORK

MARINE CHEMIST, INC. OF TEXAS
P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 898-4822, 866-4223
W.B. HATAWAY 537 K.L. MERCER 577

MARINE CHEMIST CERTIFICATE
SERIAL NO. F 50844

Survey Requested by SBA S.Y. Vessel Owner or Agent Imperial Barge Line Date 11-8-93
Vessel IB-2710 Type of Vessel TANK BARGE Specific Location of Vessel SBA DEW DOCK
Last Three (3) Cargoes CRUDE OIL Tests Performed 02, 12, VISUAL Time Survey Completed 11:00 AM

BOW RAKE

STERN RAKE

WING VOID D.B.

No. 1-2-3-4-5-6

PORT / STBD

SAFE FOR WORKERS
SAFE FOR HOTWORK
FORCED AIR VENTILATION REQUIRED
IN WORK TANK. (MIN. 1000 CFM)

ATTACH GROUND IN WAY OF WORK AREA.

CARGO TANKS:

No. 1-2-3

— INERTED TO 5% OXYGEN

NOT SAFE FOR WORKERS

NOT SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or tube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

I, undersigned, acknowledge receipt of this Certificate under Section 2-6 of NFPA 306 and its conditions and limitations under which it was issued.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signature [Signature] Date 11/8/93 Signature [Signature] Certificate No. 577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

CUSTOMER COPY

Printed in U.S.A.

ENCLOSURE B

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
GENERAL NOTICE LETTER**

SMALL BUSINESS RESOURCES FACT SHEET



Office of Enforcement and Compliance Assurance

INFORMATION SHEET

U. S. EPA Small Business Resources

If you own a small business, the United States Environmental Protection Agency (EPA) offers a variety of compliance assistance and tools to assist you in complying with federal and state environmental laws. These resources can help you understand your environmental obligations, improve compliance and find cost-effective ways to comply through the use of pollution prevention and other innovative technologies.

Hotlines, Helplines and Clearinghouses

EPA sponsors approximately 89 free hotlines and clearinghouses that provide convenient assistance regarding environmental requirements.

The National Environmental Compliance Assistance Clearinghouse provides quick access to compliance assistance tools, contacts, and planned activities from the U.S. EPA, states, and other compliance assistance providers.
www.epa.gov/clearinghouse

Pollution Prevention Clearinghouse
www.epa.gov/opptintr/library/ppicindex.htm

EPA's Small Business Ombudsman Hotline provides regulatory and technical assistance information.
(800) 368-5888

Emergency Planning and Community Right-To-Know Act
(800) 424-9346

National Response Center (to report oil and hazardous substance spills)
(800) 424-8802

Toxic Substances and Asbestos Information
(202) 554-1404

Safe Drinking Water
(800) 426-4791

Stratospheric Ozone Refrigerants Information
(800) 296-1996

Clean Air Technology Center
(919) 541-0800

Wetlands Helpline
(800) 832-7828

EPA Websites

EPA has several Internet sites that provide useful compliance assistance information and materials for small businesses. If you don't have access to the Internet at your business, many public libraries provide access to the Internet at minimal or no cost.

EPA's Home Page
www.epa.gov

Small Business Assistance Program
www.epa.gov/ttn/sbap

Compliance Assistance Home Page
www.epa.gov/compliance/assistance

Office of Enforcement and Compliance Assurance
www.epa.gov/compliance

Small Business Ombudsman
www.epa.gov/sbo

Innovative Programs for Environmental Performance
www.epa.gov/partners

Compliance Assistance Centers

In partnership with industry, universities, and other federal and state agencies, EPA has established Compliance Assistance Centers (Centers) that provide information targeted to industries with many small businesses. All Centers can be accessed at <http://www.assistancecenters.net>

Metal Finishing

(1-800-AT-NMFC or www.nmfc.org)

Printing

(1-888-USPNEAC or www.pneac.org)

Automotive Service and Repair

(1-888-GRN-LINK or www.ccar-greenlink.org)

Agriculture

(1-888-663-2155 or www.epa.gov/agriculture)

Printed Wiring Board Manufacturing

(1-734-995-4911 or www.pwbr.org)

Chemical Industry

(1-800-672-6048 or www.chemalliance.org)

Transportation Industry

(1-888-459-0656 or www.transource.org)

Paints and Coatings

(1-800-286-6372 or www.paintcenter.org)

Construction Industry

(www.cicacenter.org)

Automotive Recycling Industry

(www.ecarcenter.org)

US / Mexico Border Environmental Issues

(www.bordercenter.org)

State Agencies

Many state agencies have established compliance assistance programs that provide on-site and other types of assistance. Contact your local state environmental agency for more information or call EPA's Small Business Ombudsman at (800)-368-5888 or visit the Small Business Environmental Homepage at <http://www.smallbiz-enviroweb.org>

Compliance Incentives

EPA provides incentives for environmental compliance. By participating in compliance assistance programs or voluntarily disclosing and promptly correcting violations before an enforcement action has been initiated, businesses may be eligible for penalty waivers or reductions. EPA has two policies that potentially apply to small businesses. The Small Business Policy (<http://www.epa.gov/compliance/incentives/smallbusiness>) and

Audit Policy (<http://www.epa.gov/compliance/incentives/auditing>)

Commenting on Federal Enforcement Actions and Compliance Activities

The Small Business Regulatory Enforcement Fairness Act (SBREFA) established an ombudsman ("SBREFA Ombudsman") and 10 Regional Fairness Boards to receive comments from small businesses about federal agency enforcement actions. The SBREFA Ombudsman will annually rate each agency's responsiveness to small businesses. If you believe that you fall within the Small Business Administration's definition of a small business (based on your North American Industry Classification System (NAICS) designation, number of employees or annual receipts, defined at 13 C.F.R. 121.201, in most cases, this means a business with 500 or fewer employees), and wish to comment on federal enforcement and compliance activities, call the SBREFA Ombudsman's toll-free number at 1-888-REG-FAIR (1-888-734-3247).

Every small business that is the subject of an enforcement or compliance action is entitled to comment on the Agency's actions without fear of retaliation. EPA employees are prohibited from using enforcement or any other means of retaliation against any member of the regulated community because the regulated community previously commented on its activities.

Your Duty to Comply

If you receive compliance assistance or submit comments to the SBREFA Ombudsman or Regional Fairness Boards, you still have the duty to comply with the law, including providing timely responses to EPA information requests, administrative or civil complaints, other enforcement actions or communications. The assistance information and comment processes do not give you any new rights or defenses in any enforcement action. These processes also do not affect EPA's obligation to protect public health or the environment under any of the environmental statutes it enforces, including the right to take emergency remedial or emergency response actions when appropriate. Those decisions will be based on the facts in each situation. The SBREFA Ombudsman and Fairness Boards do not participate in resolving EPA's enforcement actions. Also, remember that to preserve your rights, you need to comply with all rules governing the enforcement process.

EPA is disseminating this information to you without making a determination that your business or organization is a small business as defined by Section 222 of the Small Business Regulatory Enforcement Fairness Act (SBREFA) or related provisions.

ENCLOSURE C

**SBA SHIPYARD SUPERFUND SITE
JENNINGS, JEFFERSON DAVIS PARISH, LOUISIANA
PARTIES RECEIVING GENERAL NOTICE LETTER**

Allied Towing
c/o Allied Towing Service LLC
Francis J Lobrano
Registered Agent for Allied Towing Service LLC
147 Keating Dr.
Belle Chasse, Louisiana 70037

Allied Towing
c/o Allied Towing Service LLC
12608 Hwy 23
Belle Chase, Louisiana 70037

Koppers Company Inc.
c/o Beazer East Inc
Jill M Blundon
Registered Agent for Beazer East Inc
436 Seventh Ave.
Pittsburgh, Pennsylvania 15219

Koppers Company Inc.
c/o Beazer East Inc.
99 Wood Ave South
Iselin, New Jersey 08830

Koppers Company Inc
c/o Beazer East, Inc
1910 Cochran Rd., Suite 200
Pittsburgh, Pennsylvania 15220

Higman Marine Service
c/o Higman Services Corporation
CT Corporation System
Registered Agent for Higman Services Corporation
5615 Corporate Blvd., Suite 400B
Baton Rouge, Louisiana 70808

Higman Marine Service
c/o Higman Services Corporation
Attn Legal Department
1980 Post Oak Blvd , Suite 1101
Houston, Texas 77056

Ingram Barge Co
CT Corporation System
Registered Agent for Ingram Barge Co.
5615 Corporate Blvd , Suite 400B
Baton Rouge, Louisiana 70808

Ingram Barge Co
4400 Harding Road
Nashville, Tennessee 37205

Hall-Buck Marine
c/o Kinder Morgan Bulk Terminals Inc
CT Corporation System
Registered Agent for Kinder Morgan Bulk Terminals Inc.
5615 Corporate Blvd , Suite 40B
Baton Rouge, Louisiana 70808

Hall-Buck Marine
c/o Kinder Morgan Bulk Terminals Inc.
Attn Legal Department
7116 Hwy 22
Sorrento, Louisiana 70778

Hollywood Marine Inc.,
c/o Kirby Inland Marine, LP
Registered Agent
d/b/a CSC-Lawyers Incorporating Service Company
211 E. 7th Street, Suite 620
Austin, Texas 78701-3136

Hollywood Marine Inc
c/o Kirby Inland Marine LP
Corporation Service Co.
Registered Agent for Kirby Inland Marine LP
320 Somerulos St.
Baton Rouge, Louisiana 70802-6129

Hollywood Marine Inc
c/o Kirby Inland Marine LP
Attn Legal Department
55 Waugh Dr , Suite 1000
Houston, Texas 77007

Steuart Transportation Company
Registered Agent
National Registered Agents, Inc , of MD
351 W Camden Street
Baltimore, Maryland 21201

Steuart Transportation Company
5454 Wisconsin Avenue, Suite 1600
Chevy Chase, Maryland 20815

Sabine Towing
c/o Sabine Towing & Transportation Co Inc
CT Corporation System
Registered Agent for Sabine Towing & Transportation Co
Inc
5615 Corporate Blvd Suite 400B
Baton Rouge, Louisiana 70808

Sabine Towing & Transportation Co Inc.
c/o Sequa Corporation
Attn. Legal Department
300 Blaisdell Rd
Orangeburg, New York 10962

Sun Oil Company
c/o Sunoco, Inc.
Corporation Service Company
Registered Agent for Sunoco, Inc
1703 Laurel Street
Columbia, SC 29201

Sun Oil Company
c/o Sunoco, Inc
1735 Market Street, Suite LL
Philadelphia, Pennsylvania 19103

Sun Oil Company
c/o Sunoco, Inc
Kevin Dunleavy, Chief Counsel
Law Department,
1735 Market Street, Suite LL
Philadelphia, PA 19103

Sun Terminals of Louisiana
c/o Sunoco, Inc.
Corporation Service Company
Registered Agent for Sunoco, Inc
1703 Laurel Street
Columbia, SC 29201

Sun Terminals of Louisiana
c/o Sunoco, Inc.
1735 Market Street, Suite LL
Philadelphia, Pennsylvania 19103

Sun Terminals of Louisiana
c/o Sunoco, Inc
Kevin Dunleavy, Chief Counsel
Law Department
1735 Market Street, Suite LL
Philadelphia, PA 19103

State of Louisiana
Department of Transportation &
Development (DOTD)
P O Box 94245
Baton Rouge, Louisiana 70802

State of Louisiana
Department of Transportation &
Development (DOTD)
Brandon Brown, General Counsel
P O Box 94245
Baton Rouge, Louisiana 70802

State of Louisiana
Department of Transportation &
Development (DOTD)
Kevin Reed, Ferry Systems Engineer
P.O. Box 94245
Baton Rouge, Louisiana 70802